

11-1 GENERAL: The unit chain of command is responsible for ensuring that their units do not lose combat power due to both administrative and tactical risks. All units training at the CMTC will conduct risk assessments of potential administrative and tactical risks IAW AR 385-10 prior to the conduct of any operation. All units are required to include the result of their risk assessments in their operations orders (Coordinating Instructions, paragraph entitled Risk Reduction Control Measures). All brigades, battalions, companies/batteries will include their risk assessments in their orders. Additionally, all separate platoons that are not operating directly under the control of their parent company/battery (e.g., under brigade and/or battalion control, MP platoon, Signal platoon, Avenger platoon, NBC platoons, etc) will conduct written risk assessments. Units may refer to risks and reduction measures in their Tactical SOPs if the SOPs properly address the applicable risks/hazards, controls/mitigating factors, residual risk, methods for implementation and supervision.

a. **REFERENCES:** On safety issues, training units will comply with the references listed below:

1. AR 385-10
2. AR 385-40
3. AR 385-63
4. AR 385-64
5. UR 350-50
6. USAREUR Pam (US Pam)

385-15

7. FM 100-14
8. FM 100-5
9. 7th ATC Reg 836-1

b. **UNSAFE ACTS OR CONDITIONS:**

O/Cs or any person that observes an unsafe act or condition will halt any action, which if allowed to continue, would result in damage to government property or injury to personnel.

c. **ACTIONS AFTER ACCIDENTS:** If an incident occurs that results in serious personnel injury, loss of life, or damage to a vehicle which makes the vehicle Non-Mission Capable, the O/C and training unit will take the following actions:

1. Immediately stop the action, assess the situation and notify EXCON.
2. All vehicles and personnel within 300 meters of the accident remain in the area until released by the COG or a designated representative unless required for evacuation or to get help.
3. Any vehicle involved in the accident will remain in place.
4. Red smoke will mark accident sites requiring a MEDEVAC.

5. O/Cs will assist the unit with MEDEVAC procedures as necessary IAW para 11-12 of this Annex.

6. If the incident involves an ammunition malfunction and personnel injury, the O/C and training unit will execute the above requirements.

7. It is a unit safety officer responsibility to conduct investigations of rotational unit accidents. CMTC Safety office will respond only if significant injury, loss of life, significant damage to government property, or CMTC personnel, property, or equipment is involved.

8. Senior leader/investigator on the ground will take control of viper support upon arrival and direct photographic record efforts.

11-2 PURPOSE: To provide CMTC tenant units, Rotational BLUFOR units and Rotational Augmentee Personnel a clear and concise understanding of the safety requirements and constraints for tactical operations in the Hohenfels Training Area (HTA). The HTA includes Camps Albertshof, Pollnricht, Mehlhaube, Nainhof, all Maneuver Rights Areas (MRAs) and Local Training Areas (LTAs) associated with CMTC.

a. **SAFETY BRIEF REQUIREMENTS:**

All BLUFOR unit personnel will receive a CMTC safety briefing from an O/C before entering the maneuver box. At the completion of the safety brief, the O/C will issue a CMTC Safety Card to each individual receiving the safety brief. This Safety Card is the only acceptable evidence of having received the safety brief.

b. O/Cs will remove from the maneuver box any individual found in the box without a valid CMTC Safety Card.

11-3 VEHICLE SAFETY:

a. **LICENSING:** Only fully trained and properly licensed personnel will operate vehicles and equipment in the HTA. Personnel with learner's permits are not authorized to operate vehicles as part of unit missions.

b. **VEHICLE INTERCOM:** Soldiers will not operate a tracked vehicle without an operational intercom system.

c. **CVC AND KEVLAR:** All soldiers will wear either a CVC or helmet when in a moving vehicle.

d. **PASSENGERS:** All vehicle passengers will be properly seated in the crew compartment and will use required restraint equipment (seat belts). All vehicle occupants are

required to wear CVC, Kevlar, or DOT approved crash helmets while riding or operating a vehicle in the maneuver box.

e. **GROUND GUIDES:** All vehicles (except O/C vehicles) require both front and rear ground guides when backing up. When moving forward in assembly areas, bivouac areas, or congested areas, all vehicles (except O/C vehicles) require at least a front ground guide; tracked vehicles require two ground guides. Drivers will immediately stop the vehicle at any time he/she loses eye contact with the ground guide or does not understand the ground guide's instructions.

f. **VEHICLE HATCHES:** All hatches will be secured properly. Hatch safety pins must be present and properly used. The drivers on the M1A1 tank and M2/3 Bradley will close and secure the driver's hatch when operating the vehicle, elevating, depressing, or firing the main gun, traversing the turret or operating the vehicle with the gun system/turret in stabilized mode.

g. **VEHICLE SPEED LIMITS:** Operators and vehicle commanders will adjust the vehicle speed IAW visibility, weather, proximity to other vehicles and dismounted soldiers in the area.

h. **MAXIMUM SPEED LIMITS:**

1. Cross-Country Operations: 20 mph.

2. Tank Trails: 25 mph.

3. Assembly Areas or Areas with Dismounted Troops: 5 mph.

4. While driving between MRAs, LTAs to CMTC speed limits will be IAW US Pam 385-15, table 1.

5. Driving during limited visibility with VVS-2 or PVS-7 Cross Country: 5 mph.

6. Driving during limited visibility with VVS-2 or PVS-7 on improved trails/roads: 15 mph.

7. When units are in contact, vehicles may execute tactical evasion drills and other maneuvers IAW unit safety risk assessment. Temporary dashes at high speeds are permitted provided life, limb, eyesight and property are not placed at undue risk. Unit commanders will establish limits/guidance for their soldiers.

i. **LIMITED VISIBILITY DRIVING:**

Vehicles and personnel equipped with thermal (driving) sights or other driving visibility aids (PVS-7B) will use them during limited visibility driving operations when their use enhances the crews ability to see. Drivers and vehicle commanders are responsible to ensure that vehicles are never operated at speeds that

prevent the driver from not being able to see hazards and taking appropriate action to avoid them.

1. No IR Lights will be used on or within 100 meters of the outer tank trail, including convoy operations or tactical road marches.

2. VVS-2 night vision devices are required to be FMC and used (on appropriate vehicles) during all BLUFOR mounted limited visibility operations at CMTC.

3. Vehicles will not be authorized for use during Force on Force Training with NMC or missing VVS-2s.

j. **WINDOW POSITIONS:** All vehicles, including O/C, BLUFOR, and OPFOR, while operating in the HTA maneuver box will keep all windows down. M-998 series vehicles (HMMWVs) will roll up the back flap (to include all intermediate or interior flaps) to allow clear visibility to the rear. Additionally, built up or nonstandard (modular) rear sections of M-998 series vehicles (HMMWVs) will be evaluated by an O/C for safety (visibility, durability) prior to its use in the box. Windshields, lights, reflectors, and delineator plates will be kept clean and unobstructed at all times when operating on public access roads. Vehicle will not operate in or out of the BOX when visibility is obstructed due to mud, snow, ice, or dirt accumulations on windshields. The COG maintains the only 'waiver' authority for the '4 down, 1 up' rule.

k. **50 METER RULE, VEHICLE TO DISMOUNTED SOLDIERS:** During tactical missions vehicles will not maneuver or engage opposing forces soldiers closer than 50 meters.

l. **50 METER RULE, VEHICLE TO VEHICLE:** During tactical missions vehicles will not maneuver or engage opposing forces vehicles closer than 50 meters.

m. **VEHICLE SAFETY DRILLS:** Unit commanders will ensure vehicle fire evacuation drills and rollover drills are conducted prior to deploying for a rotation and refresher training is conducted as part of unit mission preparation at the start of each day.

n. **VEHICLE LIGHTS:**

1. While driving in the field, training units will use blackout drive only. BLUFOR units will not use white light (service drive) in the maneuver box, unless directed by tactical ROE, the PSO scenario, or in a real-world emergency. BLUFOR units and O/C teams will use Night Vision Goggles (NVGs) IAW CMTC light lines. **BLUFOR units are not allowed to use the outer ring road.**

2. COBs and contractors without NVG are authorized to use white light in the 'box' IAW Chapter 10, paragraph 10-3.b. All white light users will minimize travel in the box during periods of limited visibility and will limit white light use through the use of short routes and maximum use of the outer ring road and North Tank Trail.

o. **VEHICLE TURRETS:** Tracked vehicle crewmen who operate turrets will ensure that all personnel and objects are clear of the turret travel path before traversing the turret. TCs are also required to maintain continuous control of the turret, and proper gun tube orientation, when the vehicle is moving.

p. **RE-FUELING:** Personnel will wear gloves and eye protection, and use grounding rods, static lines, and fire extinguishers during all refueling operations IAW FM 10-67-1. Only location approved for refueling operations will be used. See CMTC External SOP Appendix I-3 for further information. Units have clean up responsibility for all spills of 5 Gallons or smaller. Units and O/Cs will notify EXCON immediately of any spill in excess of 5 Gallons.

q. **LOAD PLANS:** Vehicle commanders (tracked/ wheeled) will ensure all vehicle cargo, BII, ammunition and equipment is properly loaded and secured inside a vehicle IAW unit load plans and approved Army Materiel Command tactical vehicle upload drawings (AMC TVUD).

r. **VEHICLE FIGHTING POSITIONS:** All units must maneuver cautiously near fighting positions. Unoccupied/abandoned positions will be marked to prevent vehicle or personnel accidents.

s. **BLUFOR REQUIREMENTS FOR FIGHTING POSITIONS:**

1. Notify their O/C team of all fighting position locations.

2. Fill in all open fighting positions at the earliest opportunity, IAW Chapter 1, Paragraph 1-8 Post Battlefield Restoration.

3. The unit will mark unoccupied/ abandoned fighting positions using four pickets and highly visible tape (e.g. candy stripe, orange, white engineer tape at the tactical conclusion of each battle, and NLT COM+2).

t. **DOZER/ACE/SEE SAFETY:** HTA is a former live fire training area, the chances of uncovering unexploded ordnance (UXO) during excavation operations is high. The 7th ATC Safety UXO overlay identifies those areas where

excavation is prohibited. To ensure safe excavation, units will comply with the following:

1. Copies of the 7th ATC Safety UXO overlay can be obtained from the CMTC Safety Office, Bldg. 388, 466-1670.

2. All personnel conducting excavation operations will wear a Kevlar helmet, body armor, and carry a protective mask.

3. Use minimum crew during excavations.

4. If a UXO is discovered during the operation, immediately cease operation, mark the area, and notify an O/C and EXCON.

u. **VEHICLE NCOIC REQUIREMENTS:** USAREUR Commander's Policy Letter #9 requires a NCOIC or OIC in charge of every dispatched vehicle. No vehicle will operate without a NCOIC or OIC unless the requirements for risk management have been accomplished and approved by the unit commander IAW the policy letter listed above.

v. **VEHICLE RECOVERY:** During vehicle recovery when towing is required all safety and operational requirements found in the operators manual must be followed. The Vehicle being towed must never weigh more than the towing vehicle. When recovering M-1 series Main Battle Tanks, a breaking tank is always required. Extreme caution must be observed when towing on steep grades to prevent loss of vehicle control due to excessive speed for conditions.

x. **M31A1 Direct / Indirect Fire Cue (DIFCUE) Simulator with Stars.** On vehicles equipped with the DIFCUE simulator, the following risk reduction measures will be adhered to:

1. Soldiers within 15m of a vehicle with a loaded DIFCUE device will wear CVC, Kevlar, or similar head protection.

2. Vehicle Commanders will disarm the DIFCUE device when parked or maneuvering under overhead structures (Tree limbs, bridges, embankments, buildings, etc.)

3. Vehicle Commanders will disarm the DIFCUE device when performing loading or unloading operations on the M31A1 or MGSS systems.

4. Vehicle Commanders will not arm the DIFCUE device until the vehicle has entered the competitive boundary of the 'box'.

5. Soldiers will not come within 0.5m of a loaded DIFCUE device.

6. Soldiers within 5m of a loaded DIFCUE device will wear single hearing protection. CVC helmets are considered sufficient hearing protection.

11-4 DISMOUNT SAFETY:

a. **BUDDY SYSTEM:** At no time will individual soldiers or Civilians on the Battlefield (COBs) be left alone as casualties on the battlefield.

b. **1 METER RULE:** Dismounted soldiers will not move closer than 1 meter from an opposing force soldier or a COB at anytime unless supervised by an O/C. Physical contact is not authorized except during O/C supervised capture and search operations IAW CHAP 3 of this EXROE.

c. **10 METER RULE:** Dismounted soldiers will not engage another dismounted soldier or COB within 10 meters with direct fire.

d. **50 METER RULE: FIFTY METER RULE:** No dismounted soldier will approach or engage an opposing forces vehicle within fifty meters, except when escorted by an O/C to conduct reconnaissance, a silent kill on a sleeping soldier, or to disable or destroy a vehicle using a man portable explosive that must be emplaced on the vehicle or near the vehicle.

e. **CLIMBING ON OPPOSING FORCE VEHICLES:** Is not authorized, unless directed IAW tactical ROE and directly monitored by an O/C.

f. **IMPROPERLY CONSTRUCTED INDIVIDUAL FIGHTING POSITION:**

1. MRE boxes filled with sand will not be used for overhead cover.

2. Reinforcing material should be used on sidewalls when positions have overhead cover, in order to prevent collapse of the position.

11-5 AVIATION SAFETY:

a. **REFERENCE:** Aircraft operating at CMTC will do so IAW the CMTC HFCA SOP, Hohenfels Army Airfield SOP, Aviation Procedures Guide (Redline Brief), CMTC A2C2 SOP, and USAREUR Supplement 1 to AR 95-1 (includes operations using NVGs).

b. **APPROACHING AIRCRAFT:** Soldiers will not approach parked or hovering aircraft from the rear. Soldiers must gain the attention of the pilots or crew chief before approaching the aircraft.

c. **PYROTECHNICS:** Units will not throw pyrotechnics from an aircraft nor will any unit fire Star clusters, simulated air bursts, simulated air defense weapons systems directly at aircraft.

d. **AIRCRAFT LANDING:** If helicopters are required to land during Force on Force Training, i.e., to check a kill code, simulate

battlefield debris, etc., they will do so in an area that will not interfere with ground vehicle maneuver.

e. **AIRCRAFT SEPARATION:** Aircraft will not approach, dust, or land within 100 meters of soldiers or vehicles.

f. **HOVERING:** Aircraft will not use hovering techniques to intentionally stir up dust or debris when conducting aerial searches for opposing ground forces.

g. **AIR ASSAULT/AIR MOVEMENT OPERATIONS:** Aircrews and soldiers being transported must be trained in conducting air assault/movement operations. Requests/approval for aircraft "seats out" operations will be IAW Army Regulation 95-1 and USAREUR supplement to AR 95-1.

11-6 SLEEPING AREAS:

a. **UNIT RESPONSIBILITY:** The chain of command is responsible for establishing safe sleeping areas. Soldiers will not sleep under vehicles. To preclude the possibility of carbon monoxide poisoning, soldiers will not sleep in running vehicles. Sleeping areas will be marked IAW the unit SOP and US Pam 385-15.

b. **MARKING:** Mark all sleeping areas IAW unit SOP and US Pam 385-15. Obstacles, such as drop-offs, etc., will be marked with engineer tape and/or chem lights.

c. **VEHICLE MOVEMENT NEAR SLEEPING AREAS:** It is the responsibility of the TC and vehicle driver to ensure the safe movement of their vehicle. The driver and TC or senior individual on the vehicle will conduct a 360-degree inspection around and under the vehicle to ensure there are no obstructions, or personnel that may preclude safe operation or movement IAW US Pam 385-15.

11-7 WILDLIFE:

a. **GENERAL:** HTA has a large number of wild animal species indigenous to the region. Disturbing or deliberately causing harm or death to animals on the HTA is prohibited. The chain of command will ensure wildlife will not be needlessly disturbed by the units' activities.

b. **DEAD ANIMALS:** Report observation of injured or dead animals to EXCON. Do not disturb the animal or move it.

c. **CIVILIAN HUNTERS:** Hunters are permitted on the HTA and will first check in with the Forestmeister before entering the maneuver area. Units will be informed through their O/Cs that hunters are operating in their area. Hunters will not disturb or disrupt training. If a hunters'

actions disrupt or disturbs training, the unit must contact EXCON immediately. Do not try to detain the hunter.

d. **FOREST MEISTER:** Forestry activities will occur on the HTA. The Forest Meister will contact EXCON when and where forestry activity will occur in the maneuver area. Units will not impede or detain Forest Meister personnel or vehicles. If a unit is concerned about forestry in their area, contact EXCON for clarification and resolution.

11-8 UNEXPLODED ORDNANCE:

a. ACTIONS ON FINDING A UXO:

Follow these safety rules if you find a UXO/DUD.

1. Assume that all bombs, projectiles, canisters, and rockets are live ordnance.
2. Do not touch, run over, or disturb any UXO or duds.
3. Mark the UXO or dud with white engineer tape or a suitable substitute.
4. Notify your chain of command and an O/C.

5. Do not dig or excavate in a designated impact area.

6. Reporting format for UXOs can be found in the CMTC External SOP and STP 21-24 SMCT.

b. TRAINING AMMUNITION MALFUNCTIONS OR INOPERABILITY:

1. Munitions and training pyrotechnics malfunctions in excess of the acceptable limits IAW AR 75-1 will be reported to the QASAS at the issuing ASP. Malfunctions resulting in injury or damage to equipment or property will be immediately reported to both the issuing ASP QASAS and Safety Office. At CMTC this will be through EXCON or the BTGTOC during rotational training cycles.

2. UNAUTHORIZED

PYROTECHNICS: Training units are not authorized to use M203 grenade launcher airburst, artillery/grenade simulators, CS, yellow, or green smoke.

c. **HOFFMAN SIMULATOR:** Do not pick up, handle, or attempt to open any HOFFMAN Simulator that is found on the ground. Mark them as unexploded ordnance (UXO) and notify your chain of command and an O/C. The BLUFOR unit and the O/C team will report the location/description of the ammunition to the EXCON.

11-9 PYROTECHNICS AND TRAINING AMMUNITION:

a. **REAL WORLD EMERGENCY:** All personnel in the training area "box" will use RED pyrotechnics only to designate real world emergencies only.

b. **USING PYROTECHNICS:** When firing or throwing pyrotechnics the unit and or O/C team will take the appropriate measures to prevent injuries to personnel by ricochets from nearby objects (rocks, trees, etc.), blow back (M22 ATWESS Cartridges) and back blast effects.

c. **LOADING MGSS, DIFCUE, AND ATWESS:** When handling M30 Pyrotechnique rounds, DIFCUE rounds, or M22 ATWESS cartridges (ATWESS Cartridges), soldiers will wear eye protection, leather gloves, and have sleeves rolled down.

d. **USE OF CS:** Only O/Cs will employ CS during training events. Under no circumstances will BLUFOR units or the OPFOR employ CS themselves. BLUFOR units will not bring CS, draw CS from ASP#2, or store CS at CMTC.

e. **CS RESTRICTIONS:** CS employment will be IAW all safety considerations listed in current AR's, USAREUR, and CMTC regulations.

f. **CS AND SMOKE PLANNING CONSIDERATIONS:** Employment of smoke or CS will take wind direction, duration, density, and proximity to off-post villages into account. See Chapter 9, Paragraph 9-7.

g. **TRIP WIRES:** Pyrotechnic devices and trip wires that initiate pyrotechnic devices (flash, bang, etc.) will not be employed at a height greater than two feet.

h. **Additional Ammunition Safety Measures:** Most ammunition incidents occurring at CMTC are a result of negligence on the part of the user. Ammunition is inherently safe as long as it is handled, stored & loaded properly. Each user should read & understand all handling precautions, loading procedures, firing procedures and proper storage of each of the ammunition items they train with.

1. Retain the packaging (wooden boxes, metal cans, fiber containers, cardboard boxes, etc.) the ammunition item is issued in. When an item is no longer in use, then place them back in their packages or in something that protects them from the elements. Some ammunition items, especially the pyro items, are susceptible to moisture damage. Exposure to moisture can affect the functioning of the item.

2. At all times during transport of ammunition, the ammunition will be secured from movement with the primers protected. When the ammunition is to be turned back to ASP 2, the ASP will expect the ammunition to be turned in with the ammunition segregated by lot and packaged the way it was issued.

3. Malfunctions / Incidents are a failure of ammunition to function as expected when fired or launched, or when explosive items function under conditions that should not cause functioning. This is to include hangfires, misfires, duds, abnormal functioning and premature functioning of explosive ammunition items under normal handling, storage and transportation.

4. Malfunctions are divided into three categories:

(a) Class A – Malfunctions that result in death or loss time injury or if there is an appreciable probability causing death or loss time injury (QASAS determination).

(b) Class B – Malfunctions that result in damage to major equipment that cannot be repaired at unit level.

(c) Class C – Malfunctions that are not Class A or B.

5. Malfunctions do not include accidents or incidents that result solely from negligence, malpractice, or situations such as vehicle accidents or fires.

6. In the event of a malfunction or incident involving death, lost time injury or damage to equipment that cannot be repaired at unit level, the unit involved must notify EXCON immediately. EXCON will then notify the QASAS at ASP 2 and the safety office. All training with the specific lot of ammunition in question will immediately cease until an investigation has been conducted.

7. Class C malfunctions and incidents not involving personnel injury or property damage not repairable at unit level, will be called into EXCON. Training with that particular lot of ammunition can continue.

11-10 LASER DEVICE OPERATIONS:

a. **APPROVED LASERS FOR TRAINING:** Only lasers that are properly filtered and that are eye safe may be used at CMTC.

1. Small arms and major weapons systems MILES lasers are eye safe for direct fire engagements.

2. MELIOS is safe for range finding.

3. All tank laser range finders must be eyes safe or have appropriate ESSLER attachment for eye safe operation.

4. M2A3 BELRF (Bradley Eye Safe Laser Range Finder) laser range finder is eye safe for range lasing.

b. **HGSS:** Hellfire Ground Support System (HGSS) is an eye-safe laser, but has minimum safe distances for employment:

1. Eye: 12-meter minimum distance.

2. Optics: 40-meter minimum distance.

11-11 CARBON MONOXIDE POISONING, TOXIC SMOKE, AND FUMES:

a. **GENERAL:** Carbon monoxide is a gas produced by the incomplete burning of gaseous liquids or solid fuels. It is odorless, colorless, and tasteless. The most common source of this gas is the exhaust from gasoline or diesel powered engines. When inhaled into the body, carbon monoxide gas replaces oxygen in the red blood cells and is carried rapidly throughout the body resulting in death from asphyxiation.

b. **UNIT RESPONSIBILITY:** Units will take the appropriate measures to prevent carbon monoxide poisoning:

1. Provide adequate ventilation when generators, battery chargers, and Army-approved space heaters are operating.

2. Do not operate gasoline-powered equipment near tents.

3. Do not allow soldiers to sleep in closed vehicles while the engine or heater is running.

4. Ensure proper ventilation for all devices using combustible fuels.

5. The use of commercially obtained lanterns and space heaters is not authorized.

c. SYMPTOMS OF CARBON MONOXIDE POISONING:

1. Headaches.
2. Dizziness.
3. Sleepiness.
4. Tightness across the forehead.

d. TREATMENT OF CARBON MONOXIDE POISONING:

1. Move the victim away from the contaminated area and into fresh air.

2. Administer artificial respiration if the victim is not breathing.

3. Get medical attention for the victim immediately.

e. USE OF STOVES AND SPACE HEATERS:

1. Only properly licensed individuals will operate space heaters.
2. Fire points will be established for all operating stoves.
3. Operating stoves will not be left unattended. Fireguards will be posted and awake whenever stoves are operating.

f. SPACE HEATERS: Space Heating Stove Fuel IAW US Pam 385-15.

1. JP-8 is the only fuel authorized for "pot belly" stoves.
2. MOGAS is the only authorized fuel for Yukon stoves.
3. Un-vented gas or kerosene heaters will not be used IAW US Pam 385-15.
4. Storage of fuel for space heating stoves in troop sleeping or work areas is prohibited. Fuel storage areas will be properly marked, with appropriate warning signs.
5. Fuel cans will be marked IAW the type of fuel in the container and segregated by fuel type (JP-8, MOGAS, etc.).

g. ACTIONS DURING A CS/NBC ATTACK: During CS (simulated NBC) attacks and HC smoke operations, all rotational unit personnel in the affected area will wear their protective masks for protection from toxic fumes. This includes vehicle crewmembers and dismounted personnel moving through artillery or mortar delivered smoke, as replicated by Fire Marker Vehicles using smoke generators. (DANGER: Smoke will not be used inside buildings, vehicles, tents or enclosed areas. The protective mask provides no protection from an atmosphere that lacks sufficient oxygen or from carbon monoxide poisoning.

h. ACTIONS ON ENCOUNTERING GRENADE AND GENERATED SMOKE: The smoke produced by tracked vehicles and smoke generators using "Fog Oil" is toxic. Soldiers exposed to this hazard (smoke generator operator and personnel moving through the smoke) will don protective masks.

i. USE OF THE M256 KIT: The M256 kit gives off toxic fumes when it is used. Soldiers using the kit will be masked.

11-12 CMTC MEDEVAC PROCEDURES/ OPERATIONS:

a. AIR MEDEVAC PROCEDURES:

1. The decision to call for a MEDEVAC is the prerogative of the leader at the emergency site. However, there are locations

within the maneuver box where ground evacuation is faster than air evacuation.

2. To call a MEDEVAC at HTA, contact EXCON on FM frequency 30.750 or alternate FM frequency 58.000.

3. A MEDEVAC request is always transmitted using the standard "Nine-Line" message format with the text containing the MEDEVAC request.

b. COMMUNICATING WITH THE MEDEVAC AIRCRAFT: Once an AIR MEDEVAC is called, you must remain on the radio, maintain continuous communications with the MEDEVAC helicopter, provide any significant changes in patient condition or status, and provide the situation or conditions at the pickup site, as requested by the pilot.

c. MARKING THE PZ:

1. Daylight hours/good visibility. Use RED SMOKE to mark the desired landing spot. Provide a ground guide familiar with helicopter ground guide procedures if possible.

2. Night time/limited visibility. Units will mark the pick up zone with strobe lights, vehicle lights, RED star clusters, flashlights, or other (non-combustible) lighting device to mark the desired landing spot. In addition, the soldier responsible for marking the landing zone should be familiar with helicopter ground guide procedures if possible.

3. Ensure that the PZ is free from obstructions that could hinder the AIR MEDEVAC helicopter from safely landing and taking off.

d. BLUFOR GROUND EVACUATION VEHICLES: BLUFOR medical ground evacuation will operate with MILES at all times. If killed, the vehicle will stop, apply the appropriate EXROE measures, and continue to monitor the unit radio net. In case of a real-world medical emergency, the crew will move the medical vehicle to the site of the emergency to render aid and assist in the evacuation, as appropriate.

11-13 HEAT INJURIES:

a. GENERAL: Insufficient water intake is the largest single cause of heat injuries.

b. DEHYDRATION: Dehydration is a condition normally associated with high temperatures but will occur at any time when water in the body is lost and not replaced.

1. Risk Reduction: Commanders must ensure that soldiers increase their water consumption during periods of

increased activity. Specific considerations follow:

2. Remedial Action: Enforce water consumption

c. **HEAT CASUALTIES:** Bright sunlight, wind, and high temperatures cause eye strain, sunburn, heat cramps, heat exhaustion, and heat stroke.

1. Risk Reduction: Unit emphasis on proper clothing discipline, increased water consumption, proper diet, and rest periods is essential in preventing heat casualties.

2. Know heat injury warnings. Heat injuries can occur in cold weather also.

d. **HEAT CRAMPS:**

1. Symptoms: Painful cramps of the muscles of the extremities and abdominal wall.

2 Treatment: Move the patient to cool, shaded area. Give the person cool water. Seek medical attention.

e. **HEAT EXHAUSTION:**

1. Symptoms: Profuse sweating, headache, tingling sensations in the extremities, pallor, nausea, vomiting, weakness, rapid pulse.

2. Treatment: Move the victim to a cool place and request a medic. Elevate the victim's legs and give the victim cool water.

f. **HEAT STROKE:** This is a medical emergency and can be fatal if not treated promptly and correctly.

1. Symptoms: Skin flushed, hot, and dry. Victims are usually experiencing nausea, vomiting, dizziness, and disorientation. In the advance stages of this disorder, the victim will lose consciousness and when left untreated, will become a fatality.

2. Treatment: MEDEVAC victim immediately. While waiting for MEDEVAC, move casualty to a shaded area and cool casualty continuously by dousing with water. Remove outer garments and/or protective clothing, massage patient while immersed in cool water to help skin (capillaries) transport excess heat. Use ice bags if available, at the sides of the neck and underarms. **DO NOT ADMINISTER FLUIDS ORALLY TO AN INDIVIDUAL WHO IS UNCONSCIOUS.**

11-14 COLD WEATER INJURIES:

a. **GENERAL:** Extreme weather conditions and severe temperature fluctuations occur during winter months. High winds will produce a significant wind chill factor.

b. **RISK REDUCTION:** Avoid cold weather injuries by rotating socks and boots as temperatures begin to fall. Wear layered clothing; add or remove layers to adjust for changes in temperatures or physical exertion. Keep body and clothing as clean as possible. Drink fluids to prevent dehydration. Eat properly and enforce a "sleep plan". Fatigue and dehydration are contributing factors in all cold weather injuries.

c. **FROST BITE:**

1. Symptoms: Loss of sensation or numb feeling in any part of the body; sudden whitening of the skin followed by a tingling feeling; redness of skin in light skinned soldiers, grayish coloring in dark skinned soldiers; blisters; swelling of tender areas; loss of pain in affected area; pale, yellowish, waxy looking skin; frozen area that feels solid to the touch.

2. Treatment: Warm the area at the first sign of frostbite using firm, steady pressure of the hand or underarm; loosen or remove any tight clothing and remove any jewelry; cover the casualty with a blanket or other dry material; do not cause further injury.

d. **HYPOTHERMIA:**

1. Symptoms: Vigorous shivering, confusion, unconsciousness, poor respiration.

2. Treatment: Soldier should be rapidly warmed by the body heat of several individuals; drink warm liquids (if conscious); seek medical attention.